#### THE BELT LINE RAILWAY.

Sketch of the Road Which Girdles a Section of the City.

The Men Who Originated It and Have Successfully Carried It on.

Its Extent of Tracks, Cars, and Stock-Its Earnings and Dividends.

The Extensions to the Original Line and Their Usefulness.

In the year 1875 a novel and apparently foolish idea possessed certain citizens of Washington, namely, the establishment of a Belt railway, which should embrace within its zone many important public buildings and localities not directly impligned upon by other lines. In spite of the prophecy that such an enterprise could only ultimate in failure, the company was organized and a charter obtained March 3, 1875. Revised statutes, 18; chapter 161.

The following named persons appeared as The following named persons appeared as incorporators: Joseph Williams, William J. Murtagh, Hallet Kilbourn, B. F. Fuller, W. J. Cowing, S. S. Bond, William Saunders, G. W. Goedall, G. A. McIlhenny, L. A. Bartlett, and L. H. Chandler.

The route granted was as follows: "Commencing on First street west in part of the capitel grounds, and running thence due north along said First street west to G street porth: thence west along G street porth to

north; thence west along G street north to Fourth street west; thence along Fourth street west; thence along O street north to Eleventh street west; thence south along Eleventh street west to E street north; thence west along E street north to Fourteenth street west; thence south on Fourteenth atreet west to Ohio avenue; thence along said avenue to its intersection with Tw. Ifth street west; thence south along said Twenty the street. west; thence south along said Twelfth street west to Virginia avenue; thence southeast along Virginia avenue to its intersection with along Virginia avenue to its intersection with Maryland avenue; thence northeast along Maryland avenue to First street west, the place of beginning. Provided, That whereas the foregoing route may coincide with the route of any other duly incorporated street railway company in the district, or connect portions of such route, but one set of tracks shall be used by both companies which are hereby authorized and empowered to use such tracks in common, upon such fair and hereby authorized and empowered to use such tracks in common, upon such fair and equitable terms as may be agreed upon by said companies; and in the event the said companies fail to agree upon satisfactory terms, either of said companies may apply by petition to the supreme court of the District of Columbia, which shall provide for proper notice to and hearing of all parties interested, and shall have power to determine the terms and conditions upon which and the regulations under which the company hereby incorporated shall be entitled so to use and incorporated shall be entitled so to use and enjoy the track of such other street railroad company, and the amount and manner of compensation to be paid therefor." Sec. 2 provides for taxation, license of cars, &c.; sec. 4 for paving between and out-

side of tracks "in such manner and with such material as may be directed by the board of commissioners of the District of Columbia, and if there be at any time no such board, then by the secretary of war, without expense to the United States or the said city."

See S. Thest the capital stock shall be not sec. 8. That the capital stock shall be not less than \$200,000, nor more than \$500,000, in shares of \$50 each.

Sec. 10. That purchase of real estate for offices, stables, &c., shall not exceed \$200,000. Sec. 12. That no individual shall be allowed to subscribe for more than 200 shares of stock, which shall be paid in installments of 10 per

cent, of par value. Sec. 14. That the directors may call the additional installments in such manner and amounts as they think proper. In default of such payment, said board may sell at auction sufficient stock of the delinquent stockholder to pay the unpaid installment, or may sue and collect the same in any court of complete

Sec. 19 contains a personal liability clause. Sec. 20 provides that annual reports of expenditures, earnings, &c., shall be made to

congress.

In its remaining features the charter does not differ in any material respect from that of

The original stock was subscribed for by The original stock was subscribed for by over 200 persons in amounts ranging from a single share to 200 shares. Many subscriptions were made by property holders along the proposed line, with a view of helping the enterprise, and with little hope of reaping benefit otherwise. In this way about 7,500 shares were issued, payable in installments, until \$18 per share had been paid. This has subsequently been increased by additional issues for the purpose of extending and equipping the road, until nearly the full complement of 10,000 shares had been reached.

From 1875 to 1880 or thereabouts there was a halt in the great march of improvement,

a halt in the great march of improvement, which had been interrupted by the panic of 1873. This was not conducive to the success of the new road, and it likewise found itself

1873. This was not conducive to the success of the new road, and it likewise found itself hampered by as many changes of management as existed at times in Mexico.

The first president, George A. McIlhonny, abught to the work great native talents and energy, but on his departure upon a trip to Europe he vacated the position and was succeeded temporarily by Wm. Saunders, who in turn gave way to S. R. Bond, and he later on to Edward Temple. Meanwhile, from lack of patronage and various other causes, the road ran down hill until the stock was a drug at from \$11 to \$12 per share, and there were great fears among the stockholders that further assessments would be made upon the stock. About that time, however, it began to be surmised that the road possessed greater possibilities and merits than had been commonly supposed. The stock, which had been scattered broadcast in small lots, meantime became concentrated in the hands of fewer holders and stronger men, who interested themselves in the management of the property and the development of its resources. Fighting their way step by step, the managers succeeded in stemming the downward course of the road, and placing it upon a firm foundation. The stock rose from \$12 to \$40 per share in an incredibly short time, and this in the face of the fact that some of the shrewdest holders had sold their shares, and considered themselves fortunate in getting rid of them.

This era of improvement set in shortly

their shares, and considered themselves for-tunate in getting rid of them.

This era of improvement set in shortly upon the election to the presidency of Charles White, the present incumbent, whose efforts were ably seconded by one of the most capa-ble board of directors ever possessed by the read. The natural course of business, too, was in favor of the new management, for in the fall of 1870 the great revival of confidence throughout the country had begun to stimu-late business here and cut new building enter-

late unstrainess here and put new building outer-prises in operation.

One of the notable events which occurred during the earior jointon of Mr. White's ad-ne netration was the institution of the inter-

in instration was the institution of the inter-exchange taket system on all railway lines in the city. This needed innovation was due to one of the younger directors.

When the bureau of engraving and printing approached completion the Belt road was auxilian to gain access to it, and was epposed in its desire by other interests. One of the most pathetic scenes ever witnessed in the capital was the assemblage of railway notables on that occasion before a con-gressional committee, case obsailing his own notables on that occasion before a congressional committee, each pleading his own cause. "Mr. Chairman, it would be an ontage for poor clerks to be compelled to pay double are!" exclaimed one president, "A pretty leaking philanthropist, you are!" re-toried the venerable fielt line president. After much discussion and mutual concessions

order to accomplish this connection the right was given, under certain conditions, to use portions of the Metropolitan track. This application met with bitter opposition before congress, and was referred to conference committees, which finally agreed to report favorably, and one day it became a law.

Then the scene was shifted to the courts. Equity proceedings were instituted "Ex parte the Capitol, North O Street, and South Washing Railroad company, 8,849." After petitions and counter petitions, a decree was granted for the use of tracks June 11, 1883, with the following terms:

for the use of tracks June 11, 1883, with the following terms:

(1) One hundred and eighty-nine dollars yearly rent to be paid by the Belt road in quarterly installments from June 12, 1883.

(2) Half the cost of repairs to be paid by each road using the common track.

(3) Hight of use to be denied when decree is non-complied with.

(4) Belt road to keep track unobstructed, and provide automatic switches at intersections.

(5) Roads to divide taxes upon that portion

of the route used in common.

In addition to track thus rented from the Metropolitan, the Belt pays an annual charge of \$600 to the Washington and Georgetown for the use of its rails near the capitol.

The Capitol, North O and South Washington railway has therefore two lines in use; the Belt, on which eighteen cars are kept running, and the line from Boundary to the running, and the line from Boundary to the wharf on which there are fourteen cars. Two cars run to the bureau of engraving and printing, and six or seven additional ones are kept in reserve, making ing about forty in all. The road owns one hundred and fifty borses, and has upon its payroll from sixty-five to seventy employes. There are two brick stables, one at Third and B streets southwest, and the other near the north terminus of the Eleventh street line. The Belt circuit is something over five miles and the north and south line round trip about

seven miles. The road has consequently over twelve miles of double track.

The corporation has a clear record upon the subject of special taxes, no suit ever having been entered against it upon that account, although paving is constantly being done along some pertion of the route which is set-tled for almost upon demand. This has been the policy of the road, and has been a power-my avenuest in its favor when it has had (u) argument in its favor when it has had

occasion to seek new privileges.

The district tax iedgers show the following property accredited to the road: Lots 4 and 5, square 304, and lot 5, square 577, all of which is assessed at \$22,476, and upon which a tax of \$337.14 is paid annually in addition to the personal tax.

a tax of \$337.14 is paid annually in addition to the personal tax. From January, 1876, to July, 1877, the road paid a liceuse tax upon twenty cars aggregating \$150, after which no further tax of that kind was paid.

With regard to dividends the Belt line, as it is familiarly termed, began payment in 1878, and has since paid from fifty to eighty cents semi-annually. It is claimed that the property is upon a sound basis, that its receipts show a steady increase, and that its future is bright.

tutne is bright.

However this may be there are many elements in its favor. Its tracks pass within easy reach of a large amount of ground available for small buildings, and within the past few month a large number of commodious dwellings have been erected all along the line. Then, too, there is each year a larger proportion of visitors to the various public buildings and grounds situated upon the route, and an ever increasing tide of travel to the wharf and suburbs. The result of this enterprise has vindicated the judgment of its projectors, and proved once more how valueless and faulty are often the opinions of shrewd financiers, who, in this case, live to witness the success of a project which they had decried, and for which they had predicted ignominious and disastrous failure.

#### Abbey and Bernhardt.

Turf, Field, and Firm. Abbey is just now the lion of the day, and various stories turn up about him, as they were wont to do about the elder Booth, and other great men, or men great in their walks of life. Within a few days a friend in whom we have confidence gave us several such good things about the Cœur de Lion manager. that we feel bound to share them with our readers.

It is, of course, well known that Sara Bernhardt is a queer personage, with all her won-

Well, after Abbey had captured her for the Well, after Abbey had captured her for the American market, to speak commercially, and had paid her 40.000 francs in advance, by way of guarantee, she got the tantrums, and told Defossey, the stage manager, who was in Paris, (as she was building a house) that she wanted 100.000 francs to pay off a mortgage. Defossey remonstrated with her; but her only answer was, that if she did not get the money, she would not go to America.

Accordingly, Defossey telegraphed to Abbey.

Accordingly, Defossey telegraphed to Abbey, who was in New York. Abbey, with the promptitude of genius, at once cabled to De-

rossey to pay her what she demanded.

This was before the days of the Metropolitan Opera House syndicate had been thought of. Abbey had no money. Dam, however, of Union Square and Astor house fame, "backed Abbey." Forty thousand francs were sent to her, but she refused to come before she got the remainder of the sum she had demanded; namely, 60,000 francs. It was to sent her. She came

While here she went to Jersey City to play. Her movements having been reported, a great crowd gathered round and followed her carriage, and of course she was elated, and ex-pected a tremendous house to welcome her at her performace that night.

comotive to have her car hauled five miles out of town.

Herein, it is said, Abbey showed his liberality and tact.

On another occasion Sara was to appear in a town where the odor of the theater offended her sensitive olfactories, and turning up her nose and sniffling, she said she would not play there; although she was already dressed to go on. Mr. Abbey took in the situation, and refunding the money to the sudience, there was no performance in the audience, there was no performance in that

At another time and place, she arrived at 7:30, wearied by a long journey, and expressed great reluctance to go on the stage at all. Upon being told that she must go on, she went on and attempted to burlesque her part in "Camille," until she came to the part part in "Camille," until she came to the part where she requests Armand to stay; and there, on the contrary, she urged him, with great emphasis. (in French) to go as quick as he could—to get out. This roused immoderate laughter in the house, and Mr. Abbey was again compelled to stop the performance, return the money, and dismiss the audience. Humoring the "spoiled child of genius." he carried her through all his engagements with him, and recently she sent a message to "Mon cher Mous Abbey."

#### A Stage Robber's Story.

New York Sun. "Speaking about weapons, why I have robbed stages up in California and over in Utah without any weapons at all. You don't need any. I'll bot a tenner that I can take an old fashloned tin candlestick and hold up the best stage load that ever came over the mountains. The driver is as badly frightened as any of them. He is always loooking out for agents, and he sees them behind every have robbed stages all alone, and bush. I have robbed stages all alone, and made the driver and passengers give up their arms, their watches, and money, and then dance for me. They thought I had any number of pards back in the rocks, and they didn't dare say 'peep.' Well, of course, that's the great advantage we have in our business. We scare them to begin with, and then they see everything double. One man is just as good as fifty in After such discussion and mutual concessions a compromise was effected by which passengers from other lines were to be carried from Ponnsylvan a avenue to the bureau for 2 cents, and the Belt tracks were theal laid, while at the same time the tracks were carried down to the steamboat wharfs from another point and out Eleventh street northwest to the Boundary.

Still another extension was aimed atnamely, to reach the Center marked via E to Ninth, and thence to Louisana avenue, thence southwest along one of the steambout it any more. It makes me sick sometimes when I thing exciting about it any more. It makes me sick sometimes when I think of the tenderfeet that I've robbed. I ought to have gone into the train racket long before this." Albert and Mary.

Louisville Courter-Journal. weighs," said the prince to Mary Anderson, weighs," said the prince to Mary Anderson, when he saw that the conversation was about to flag. "I should say she weighs at least a hundred," said Mary confidently. "No," said the prince. "A hundred and twenty, then," said Mary. "No again," chuckled his royal highness. "A hundred and fi-fifty?" cautiously ventured Mary. "Evings!" cried Albert, "ow little a great hactress knews of himperalism! Mother weighs two 'undred, Miss Handerson, two 'undred, you know!" "Two hundred!" exclaimed Mary; "how I do wish I was an empress, Albert, and could weigh so much!" Here the Princess Beatrice came in to say that mamma wanted Albert right away, and the prince politely backed out of the room.

Edited by a Town Meeting.

The revolution in the Advertiser office is the The revolution in the Advertiser office is the culmination of much difficulty arising out of the peculiar ownership of the paper since Mr. E. F. Waters was brought out. The plan was to distribute the stock among about fifty leading citizens, eminent graduates of Harvard preferred. The consequence has been that the editor has had to conduct the paper in a sort of town-meeting, and a town-meeting where nearly every individual was an able and persistent debater with decided views of his own. It is reported with much show of probability that the organizer of this scheme, as well as the retiring editor, Mr. Stanwood, is heartily sick and tired of it.

Miscellaneous.

# JUUN TOOP

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"I am convinced that your method for treatment of imponey and decay in males is the best known to the medical dissisting and I shall take occasion to recommend it in my action." Letter from a practicing fuyurian. See certain TO MEN—Weak and undeveloped parts of the body enlarged and invigorated. Address for particulars ERIE MEDICAL CO., Buffalo, N. Y.

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We have had continuous and satisfactory business relations with the Erie Medical Co. for a long time, and it has thus come under our knowledge that their treatment for development of parts of the human form is entirely successful. We doem the Company percuniary and morally entitled to the confidence of the public—From a wholesaid drag deaux. See

condence of the public.—From a wheletait drag hour. Metericulars.

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Would fest obliged by your sending, me another of your natruments, with internal medicine and lotten, at your earliest convenience. It affords me much pleasure to tentify to its merits, as in each of the cases I have treated the greatest antifaction has been given. I congratulate you on your unparaliced success.—From a practicing physician. Set (Frieder).

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treatment. Write for scaled circular and free advice to ERIE MEDICAL CO., Buffalo, N. Y.

Before accepting the above quoted advertisement, we made investigation as to the reliability of the parties, and were thoroughly convinced of the fairness with which they deal with all. Subsequently an attache of this paper, in behalf of an over-modest friend, set to work to learn positively if this treatment is all it is represented. He was soon theroughly retained as a life is represented. He was continued to the continued of the continu

#### Rev. Father Wilds' EXPERIENCE. The Rev. Z. P. Wilds, well-known city

missionary in New York, and brother of the late eminent Judge Wilds, of the Massachusetts Supreme Court, writes

Massachusetts Supreme Court, writes as follows:

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Last winter I was troubled with a most uncomfortable itching humor affecting more especially my limbs, which itched so intolerably at night, and burned so intensely, that I could scarcely bear any clothing over them. I was also a sufferer from a severe catarrh and catarrhal cough; my appetite was peor, and my system a good deal run down. Knowing the value of Ayer's Sarsaparkilla, by observation of many other cases, and from personal use in former years, I began taking it for the above-named disorders. My appetite improved almost from the first dose, After a short time the fever and itching were allayed, and all signs of irritation of the skin diampeared. My estarrh and cough were also cured by the same means, and my general health greatly improved, until it is now oxcellent. I feel a hundred percent stronger, and I attribute these results to the use of the Sansaparkilla, which I recommend with all confidence as the best blood medicine ever devised. I took it in small doses three times a day, and used, in all, less than two bottles. I place these facts at your service, hoping their publication may do good.

Yours respectfully, Z. P. Willos."

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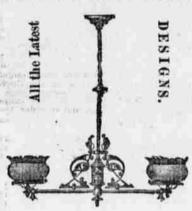
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(ON THE EUROPEAN PLAN), Corner Sixth street and Pennsylvania avenue.

Clothing, de.

# NEW GOODS

**NEW STYLES** Fall and Winter Now Ready

DEVLIN & CO.'S, 1320 F STREET.

A Fine Line of Ready Made FALL OVERCOATS Just Re-

Likes, Berwanger & Co., ONE-PRICE CLOTHIERS, 310 Seventh Street.

S. KATZENSTEIN, - Manager.





BALTIMORE AND ONIO BAILROAD.
THE MODEL PAST LINE AND THE ONLY LINE THE EAST AND THE WEST,
DOUBLE TRACK! JANNEY COUPLER! STEEL
Schedule to take effect SUNDAY, NOVEMBER
18, 183, Schedule to take effect SUNDAY, NOVEMBER, 1832,
Leave Washington from station corner of New Jorsey avenue and C street, by Eastern Standard of 75th Meridian time.
For Chicago, Cinclinatil, Louisville, and St. Louis daily at 3.05 s. m., 19.15 s. m., 19.19 p. m., with through cuaches, and Palace Skephing Cars to above points, without change; 19.18 s. m. daily to Chicago, except Sauviday.
For Pittsburg at 19.15 s. m. and 8.40 p. m. daily; 8.6° p. m. to Pittsburg at 19.15 c. m. and Detroit, with Sines Lag Care to Pittsburg.

Trabelers' Guibe.

without change; 10.15 s. m. daily to Chicago, except Saturday.

For Pittsburg at 10.15 a. m. and 2.40 p. m. daily; 2.7 p. m. to Pittsburg. Cieveland, and Detroit, with sleeping Care to Pittsburg.

For Thisborg, Cieveland, and Detroit, with sleeping Care to Pittsburg.

For Thedo and Detroit, via Monroeville, 10.15 s. m., daily, with Sleeper for Toledo, via Wheeling and Lake Erie Railroad.

Trains for Philadelphia and New York at 8.10 s. m., daily except Sunday; 2.50 p. m. and 10.90 p. m. daily, with Parlor and Sleeping Cars attached.

For Hallimore on week days, 5.00, 8.00, 9.00, 9.00, 8.

THE GREAT
TENSYLVANIA ROUFE
TO THE NOSTH, WEST, AND SOUTHWEST,
BOUGHE TRACK, SPLENDID SCENERY.
STEEL RAILS, MAGNIFICENT EQUIPAIRNI,
IN REPECT NOVEMBER IS, 883.
TRAINS LEAVE WASHINGTON, IT ON STATION,
corner of Sixth and B streets, as follows:
For Pittsburg and the West, this age Lonited Express of Pauce Steeping Cars, at 9,50 s. in. daily:
Past Line, 9,4 s. in. daily, with Steeping Cars from
Hardsburg to Cincinnate Western express 7,50 p.
in. daily, with Palace Cars to Pittsburg and Content
mut; also connects daily for Chicago, v. a Columbus
and C. St. L. and P. B. R., with Steeping Car Pittssurg to Chicago. Mail Express, 19 p. u. daily for
Pittsburg and the West, with Palace Steeping Car
Washington to thicago. matt, also connects daily for Chicago, v. a Columbus and C., St. L. and P. B. R., with Sevening Car Pinsburg to Chicago. Mail Express 19 p. us. daily nor Pittsburg and the West, with Palace Sleeping Car Washington to Chicago.

B. L. INOSE AND POTOMAC RATLEDAD.
For Erle, Canandaigua, Rochester, Buffido, Nagara, 10 p. m. daily, except Saturday, with Palace and Washington to Bushington to Rochester, and Washington to Bushington to Bushington to Raturday mgat will not run bey and Renovo.
For W. Hamsport, Lock Haven, and Elmira, at 9.49 a. m. daily, exc pt "unday," For Saturday mgat will not run bey and Renovo.
For W. Hamsport, Lock Haven, and Elmira, at 9.49 a. m. daily, exc pt "unday," 4.15, and 11 15 p. m. 140, 4, 10, and 11 15 p. m. On Sunday, 4, 15, and 11 16 p. m. Limited Express of Pullman Parior Cars, 9, 40 a. m. daily, except Souday.
For Boton without change, 1.49 p. m. every weekday, 0.18 16 s. y. 4 p. m. For Brooklyn, v. Y., all through trains connect at Jersey City with beatter the Brooklyn Annex, affording direct transacte to Politon Street, av. Juling domining for trainaction Sounday, 4, 0, and 11.15 p. m. Limited Express, 8, 40 a. m. daily, except Sunday, 8, 10, 10, 10, 20, a. m., and 1.49, 4, 4, 5, 4, 6, 3, 7, 4, 10, and 11.15 p. m. On Sunday, 8, 10, 10, 20, a. m., and 1.49, a. For Pope's Creek Line, 6, 50 a. m. and 4, 40 p. m. daily, axcept Sunday.
For Baitimore, 150, 215, 15, 10, 10, 10, 11, 15 p. m. On Sunday, 8, 10, 10, 10, 20, a. m. and 4, 40 p. m. daily, axcept Sunday.
For Amapolia, 6, 50 a. m. and 4, 40 p. m. daily, axcept Sunday. Story Sumay.

For Amapolis, 6.0 s. m. and 4.4 p. m. daily, except Sunday.

ALEXANDRIA AND FREDERICKSBURG RAIL-WAY, AND ALEXANDRIA AND WASHING-TON RAIL-10AD.

For Alexassiria, 6. 5, 7.29, 9.25, 10.65, and 11.35 a. m., 2.03, 4.25, 5.25, 5.80, and 11.35 p. m. On Sunday at 8.33, 9.25, 11.05, a. m., 8.65 p. m.

For Richmond and the South, 6.35 and 11.05 a. m., daily, and 3 p. m. daily, ex-ept Sonday.

Trains leave Alexandria for Washington, 6.05, 8.05, 10.19, and 12.30 a. m., 1, 3.35, 2.25, 10, 7.05, and 10.10 p. m., and 12.10 midnight. On Sunday at 8.05 and 10.10 p. m., 7.05 and 10.40 p. m.

Tickets and information at the office, northeast corner of Thirteenth street and Pennsylvania avenue, and as the statum, where orders can be lest for the checking of buggage to destination from notes and residences.

General Passenter Agent.

CHARLES E. PUGH, General Managor.

CHESAPEAKE AND ORIO RAILWAY. TRUNK LINE TO THE WEST, SOUTHWEST,

AND NORTHWEST.

On and after SUNDAY, November 18,1832, passeng retrains of this route will leave Washington from R. & P. Depot as follows:

8-35 A. M.—Way Mail (daily, except Sunday), f. r. Clifton Forge and intermediate stations on C. & O. Ry.

500 P. M.—LOUISVILLE AND CINCINNAVI
FAST LINE (DAILY), Solid train, with Paisman cars to Leutsville. Richmond to Choo a without change; arriving, Columbus, Ohio, at 71 p. m.; Winchester, 215 p. m.; Cincinnati, e.l. i. m.; Lexington, 255 p. m.; Louisville, 7 p. w., connecting at these cities with through trains all points West, Southwest, and Northwest.

10:4) P. M.—Night express (daily, except Sunday), for Ashland, Ky., and intermediate stations on C. & O. Ry.

1:60 A. M.—For Newport News, Old Point, and Nor-

11:00 A. M.—For Newport News, Old Point, and Norfolk (daily, except Sunday), arriving, Newport News, at 7 p. m.; Old Point, 7:30 p. m.; Norfolk, 8:10 p. m.
Analy C. & O. By. Office, 513 Pennsylvania avenue, A. M. Ry. Office, 501 Pennsylvania avenue, and B. &

P. Station.
H. W. FULLER, C. W. SMITH, FRANK TRIGO.
G. P. Agt. Gen'l Man'r. N. E. Pas'r Agt

G. P. Agt. Geo'l Man'r. N. E. Pas'r Agt.

THE VIRGINIA MIDLAND RAILWAY.

THE TRUNK LINE TO THE SOUTH, SOUTH
Schedule in effect NOVE-LIEB IS 1883:

33 A. M.—New Orleans Mail, daily, making close connections to all points South and southwest. Daily, except Sunday, with C. & O. Ry. Patiman Sleeping Cars from Washington to Danville to Atlanta and Atlanta to New Orleans also Washington to New Orleans and Spington to Charlotte, Huntington, and Lexington, to Charlotte, Louisville, and all Western Points, making direct connections, and with solid train and Poliman Sleeping Cars. Washington to Louisville and Charlotte, Dally, except Sunday, with C. & O. Ry. Pullman Sleeping Cars, Washington to Augusta, wina Charlotte, and Charlotte to Montgomery. Manassas Division train leaves Washington at 833 a. m. and 5:10 p. m. daily. Company's office, 601 Pa. ave., or at Union Dopot.

M. SLAUGHTER, M. MACDANIEL.

General Passenger Accut.

WASHINGTON, OHIO AND WESTERN RAIL-

WASHINGTON, OHIO AND WESTERN RAIL-Trains arrive at and leave from B. and P. (Sixth street) Depot as follows:

Accom. arrives 8:25 a. m. daily.
Mail arrives 7:25 p. m. daily except Sunday.
Mail leaves 9:20 a. m. daily except Sunday.
Mail leaves 9:20 a. m. daily except Sunday.
Accom. leaves 9:20 a. m. daily except Sunday.
Un Sundays only a train will leave at 8:00 p. m.
Communation tickets not how red on Sunday frains,
8e7-8w

8. M. BROPHY, 8-perintendent.

Steambont Tines.

# Look at Low Fares.

FARE, 50 CENTS. Norfolk and Fortress Monroe. Norfolk and Fortress Monroe.
Elegant and Safe Stamer JANE MOSE.
LEV leaves Washington for Norfolk and
Old Foint Monday, Westnesday, and Frithey, at 330 p. m.
Connects with New York and James
Haver Steamers, and Norfolk and Western and Seab ard and Roanoke Railroids,
and at Fort Monroe with Chesapeake and
Ohio Railroad.
MEALS served on EUROPEAN PLAN.
SPRINGMAN'S EXP 1588 will call for
Paggage from Hotels and Private Residences. Can be called by Telephone. POTOMAC RIVER LANDINGS. PARE, 25 CENTS.

Steamer J. W. THOMPSON leaves
Monday Wednesday, and Friday, at T a.
in. Conn on with New York, Baltimore,
and Norfolk for freight.

For information apply at General Office, till sith street, or at Company's wharf, foot of 6th street. ALFRED WOOD, Secretary, GEO. R. PHILLIPS, Supt. CLYDES

NEW EXPRESS STEAM PACKET LINE PHILADELPHIA, WASHINGTON, AND ALEXANDRIA,
APPOINTED SALENG DAYS 

